

# BookletChart™



## ***Intracoastal Waterway – Little Egg Harbor to Cape May***

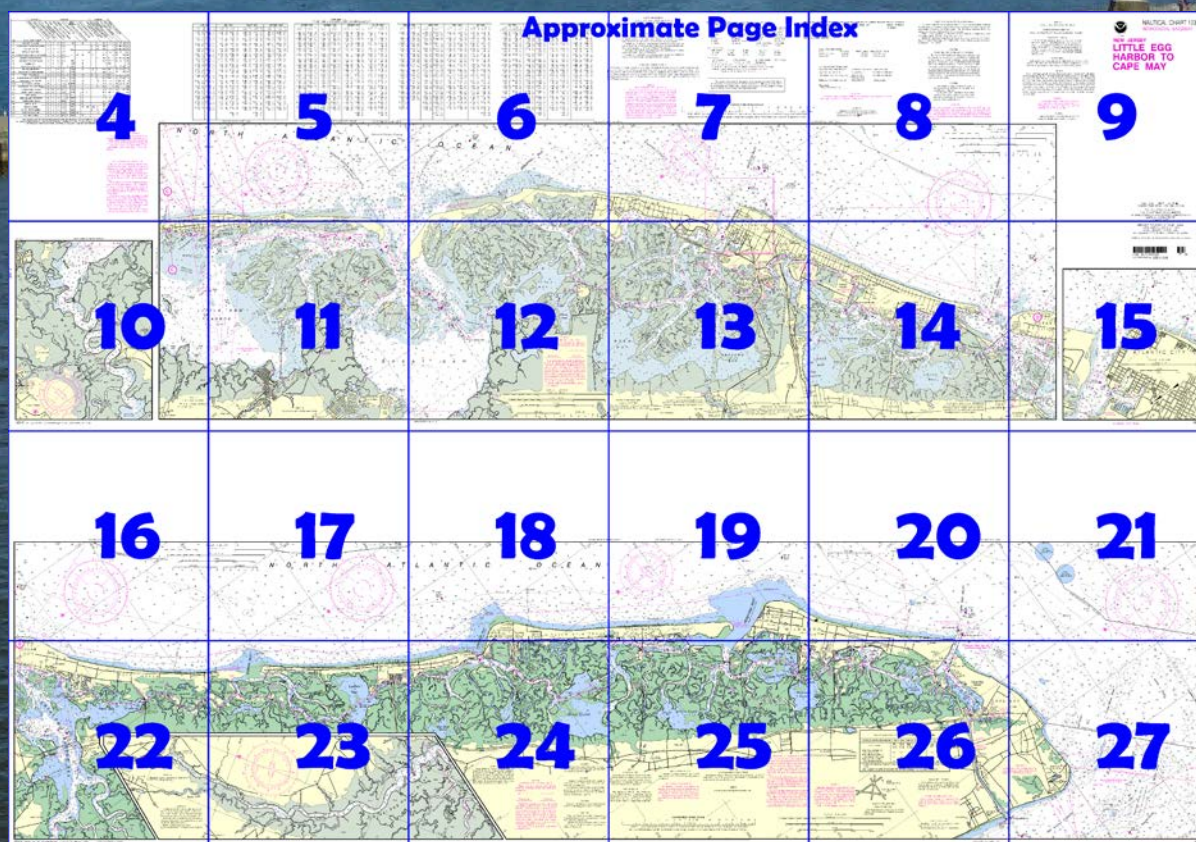
**NOAA Chart 12316**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12316>



#### (Selected Excerpts from Coast Pilot)

**Beach Haven Inlet** (39°30.0'N., 74°15.1'W.), 17 miles south-southwestward of Barnegat Inlet, is unmarked. Numerous wrecks and shoal spots are at the entrance. Due to changing conditions of the channel, boatmen are advised to seek local knowledge prior to entering.

The entrance to Beach Haven Inlet should not be mistaken for Little Egg Inlet, which is close southward. **Beach Haven Coast Guard**

**Station** is inside the barrier beach, 3.2 miles north of Beach Haven Inlet. **Little Egg Inlet** (39°29.0'N., 74°17.5'W.), 19 miles south-southwestward of Barnegat Inlet and close southward of Beach Haven Inlet, is used considerably by local pleasure and fishing boats. Depth over the bar is ample for any vessel that can navigate the inside waters, but in very

heavy weather breakers form all the way across the bar. The inlet channels and shoreline are constantly changing; the entrance is well marked, but the buoys are not charted because they are frequently shifted in position. In 2007, an unmarked partially submerged wreck was reported at about 39°29'09.6"N., 74°17'31.2"W.; caution is advised.

**Absecon Inlet**, 8.7 miles southwestward of Little Egg Inlet, is on the northeast side of **Atlantic City**, the largest resort on the New Jersey coast. The inlet is protected at the entrance by jetties; a revetment extends along the Atlantic City side of the inlet. Small-craft facilities are available at a hotel marina on the southwest side of the inlet.

The channel through the inlet is well marked to the entrance to **Clam Creek** and to a junction with the New Jersey Intracoastal Waterway, 1 mile and 1.9 miles, respectively, above the inlet entrance south jetty. In 2007, the controlling depth was 9.5 feet to Clam Creek; thence in 2009, 3.0 feet in Clam Creek entrance channel with shoaling to lesser depths in the north half of the channel, with depths of 10.9 to 15.0 feet in the basin. Current velocities up to 6 knots reported in the channel.

**Weather.**—The climate of Atlantic City is principally continental in character; however, the moderating influence of the Atlantic Ocean is apparent throughout the year. As a result, the summers are relatively cooler and winters milder than elsewhere at the same latitude. Land and sea breezes often prevail. The weather tends to remain comparatively mild late into the fall, but warming is retarded in the spring.

January is the coldest month and July the warmest. The average annual temperature for Atlantic City is 53.7°F (12.1°C). The average January temperature is 31.7°F (-0.2°C) and the average July temperature is 75.3°F (24.1°C). Temperatures in excess of 100°F (37.8°C) have occurred in each month, June through August, and temperatures in excess of 90°F (32.2°C) have occurred in each month, April through October. Each month has recorded below freezing temperatures except June, July, and August and each month, December through February, has recorded temperatures below 0°F (-17.8°C). The warmest temperature on record for Atlantic City is 106°F (41.1°C) recorded in June 1969 while the coldest temperature on record is -11°F (-23.9°C) recorded in February 1979.

Precipitation, on the average, is moderate and well distributed throughout the year, with June the driest month and August the wettest. The average annual precipitation for Atlantic City is 41 inches (1041 mm). Thunderstorms are mostly a warm season phenomena. The bulk of winter precipitation results from storms which move northeasterly along or close to the coast. Snowfall, at about 17 inches (432 mm) per year, is considerably less than elsewhere at the same latitude, and does not remain long on the ground. Snow has fallen in each month, October through May. The greatest 24-hour snowfall was 16.6 (421.6 mm) recorded in February 1979. Ice storms are relatively infrequent. (See Appendix B for **Atlantic City climatological table**.)

**Atlantic City**, on the south side of Absecon Inlet, is a base for a large fleet of fishing vessels and pleasure craft. The city has highway, rail, and air connections with the mainland; highways lead to the coastal towns northward and southward.

**Atlantic City Coast Guard Station** is on the north side of the entrance to Clam Creek.

**Clam Creek**, on the south side of Absecon Inlet, has its marked entrance 1 mile northwestward of the south jetty light. The creek includes **Gardner Basin**, **Snug Harbor**, and **Delta Basin** on its southerly side, and the small-boat basin of the State marina on its northerly side.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk

Commander  
5th CG District  
Norfolk, VA

(575) 398-6231

# Table of Selected Chart Notes

**HEIGHTS**  
Heights in feet above Mean High Water.

**NOTE B**  
Channel is marked by private seasonal aids.

**NOTE B**  
Channel is marked by private seasonal aids.


**NOTE C**  
**LITTLE EGG HARBOR**  
White and orange daybeacons are private aids.

**NOTE G**  
Shoaling has been reported from 39°23'09" N 74°43'27" W to Mays Landing.

**STORM WARNING DISPLAYS**  
Storm warning signals are displayed from masts of Police Patrol Boats while underway along the New Jersey coast and the Inland Waterway.

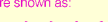

**CAUTION**  
Oyster grounds are marked by stakes and flags. Submerged broken stakes become dangerous obstructions to small craft.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

**ABSECON CREEK**  
The controlling mid-channel depth at mean lower low water from the mouth of the creek to Absecon highway bridge was reported to be 5½ feet.  
Oct 1999


**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

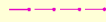
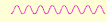
**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
   
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◦ (Approximate location)


**RACING BUOYS**  
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

**FISH TRAP AREAS**  
Boundary lines of fish trap areas are shown thus:   
Submerged piling may exist in these areas.

**CAUTION**  
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Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

**CAUTION**  
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 


**INTRACOASTAL WATERWAY**  
**Project Depths**  
6 feet Manasquan Inlet, NJ to Ottens Harbor, NJ; 10 feet Ottens Harbor, NJ to Richardson Channel, NJ; 12 feet Richardson Channel, NJ to Cape May Inlet, NJ.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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**Distances**  
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Manasquan Inlet (12324, Side A) and indicated thus:   
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 3.  
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

**INTRACOASTAL WATERWAY AIDS**  
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.  
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.  
When following the Intracoastal Waterway southward from Manasquan Inlet to Cape May, NJ, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.  
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.  
All lights and lighted buoys marking the Intracoastal Waterway on this chart show a flash every four seconds, unless otherwise specified.  
The aids marking tributary channels, in general, are maintained by the state of New Jersey.

**CAUTION**  
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.


**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.417" northward and 1.432" eastward to agree with this chart.

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.  
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.  
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and State of New Jersey, Bureau of Navigation.

**CAUTION**  
**FISH TRAP AREAS AND STRUCTURES**  
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.  
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.  
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:   
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

NO	SMALL CRAFT FACILITY	DEPTHS		SERVICES						SUPPLIES												
		CHART SIDE	APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS-MOORINGS-TRANSIENTS	RAMP SURFACED	REPAIRS	MARINE HULL-MOTOR-RADIO	LIFT CAPACITY-TONS	BOAT RENTAL	CANOE-ROW-MOTOR	FOOD-LODGING-CAMPING	TOILETS-SHOWERS-LAUNDRY	WINTER STORAGE	NATURAL CHART SALES	WATER-GRABBERS-HARDWARE	BATT-TACKLE	DIESEL OIL-GASOLINE				
8	MORRISON'S MARINA		A	5	5	B	E		M		30			F	TSLP	D	C	WI	H	BT	DG	
11	BEACH HAVEN YACHT CLUB MARINA		A	7	7	B	E						C	FL	TSLP		C	WI	GH	BT	DG	
14	HOLGATE MARINA		A	3.5	4	B	E	H					C	FL	TSLP		C	WI	GH	BT	DG	
22A	DEEBOLD BOATYARD		A	8	20	B	E				4	M			T	P	D	C	WI	H	DG	
38	KAMMERMAN'S ATLANTIC CITY MARINA		A	10	5	B	E		H	60	45		C		TS	P		C	WI	BT	DG	
51E	SEAVIEW HARBOR MARINA		A	7	7	B	E							F	TSLP	W	C	WI	GH	BT	DG	
65	GARDEN STATE YACHT SALES		A	8	6	B	E		HM		70			TS	P	WD	C	WI	H	T	DG	
66	MARINE MAX		A	5	5	B			HMR		35					P	WD				G	
70	HACKNEY'S BOAT YARD		A	6	6	B	E	S	H	MR	20				T	P	D	C	WI	H	BT	G
72	SEA VILLAGE MARINA		A	4	4	B	E		HMR		20	M	H	FL	TSLP	WD	C	WI	H	BT	G	
79A	BASS RIVER YACHTING CENTER		A	6	6	B	E		HMR						TSLP	D	C	WI		BT	DG	
81	GREAT BAY MARINA		A	5	5	B	E	S	MR		20		C	F	TS	P	WD	C	WI	GH	BT	DG
95	TUCKERTON MARINA SERVICE CENTER		A	4	4	B	E		HMR		10			F	TS	P	WD	C	WI	H	BT	G
96	SHELTERED COVE MARINA		A	5	10	B	E	S	HMR		25			FL	TS	P	D	C	WI	GH	BT	G
102A	ALL SEASONS MARINA		B	4	4	B	E	N	HMR		35			F	TS	P	D	C	WI	H	BT	DG
116	COMMODORE BAY CLUB MARINA		B	8	4	B	E		HM		5			F	TS	P		C	WI			DG
118	AVALON POINT MARINA		B	10	10	B	E		HMR		70				TS	P	D	C	WI		BT	DG
123	STONE HARBOR MARINA		B	10	4	B	E		HMR		25	C			TS	P	WD	C	WI			DG
145	HINCH MARINA		B	5	5	B	E	S	H		10				TS	P	D	C	WI	H	BT	G
146	BREE-ZEE-LEE YACHT BASIN		B	4	2	B	E	S	HMR		50				T	P	D		WI	H	BT	DG
146B	HARBOR VIEW MARINA		B	4	10	B	M	E	HM		30			F	TS	P	WD	C	WI	GH	BT	DG
148	CANYON CLUB		B	6	6	B	E		HMR		60				TSLP	WD	C	WI	H	BT	DG	
149	UTSCH'S MARINA		B	8	8	B	E		HM		35		CRM	CHS	F	TSLP	D	C	WI	GH	BT	DG
152	SOUTH JERSEY MARINA		B	8	8	B	E		HMR				C	FL	TSLP		C	WI	GH	BT	DG	
153	ROSEMAN BOAT YARD		B	5	5	B	E		HMR	65				FLC	TSLP	WD	C	WI	GH	BT	DG	
154	CAPE MAY MARINE		B	10	6	B	E	S	HMR		77				TS	P	WD	C	WI			DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

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#### CAUTION

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#### INTRACOASTAL WATERWAY

##### Project Depths

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##### Distances

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Courses are TRUE and must be CORRECTED for any variation and compass deviation.

#### INTRACOASTAL WATERWAY AIDS

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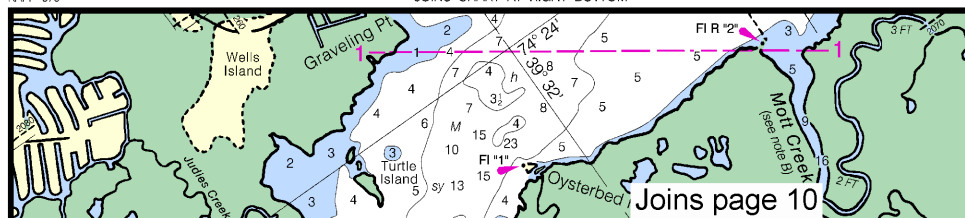
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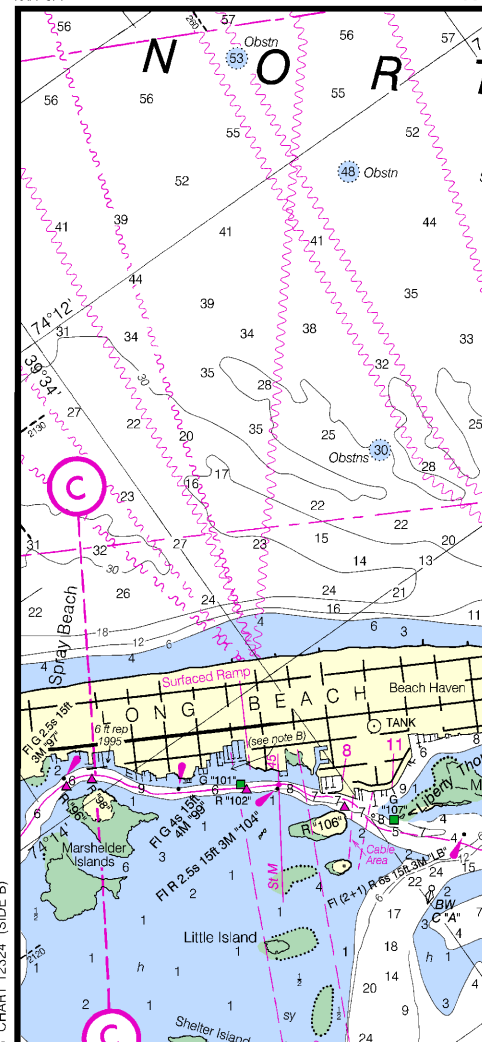
KAPP 675

JOINS CHART AT RIGHT BOTTOM



KAPP 674

CON



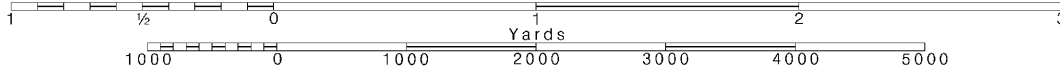
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



**FACILITIES**  
 Marine facilities are shown by large magenta numbers  
 to the facility tabulation.

TIDAL INFORMATION			
(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
on	foot	foot	foot
(39°33'N/74°15'W)	2.5	2.3	0.1
(39°32'N/74°23'W)	3.7	3.3	0.1
horofare	4.1	3.8	0.1
(39°26'N/74°22'W)	4.6	4.2	0.2
(39°21'N/74°25'W)	4.6	4.2	0.2
(39°20'N/74°29'W)	4.3	3.9	0.1
(39°19'N/74°32'W)	4.3	4.0	0.2
(39°13'N/74°39'W)	4.9	4.5	0.2
(38°59'N/74°49'W)	5.4	5.0	0.2
(38°58'N/74°58'W)			

Arrows indicate unavailable datum values for a tide station. Real-time water levels, predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**PRINT-ON-DEMAND CHARTS**

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nce.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

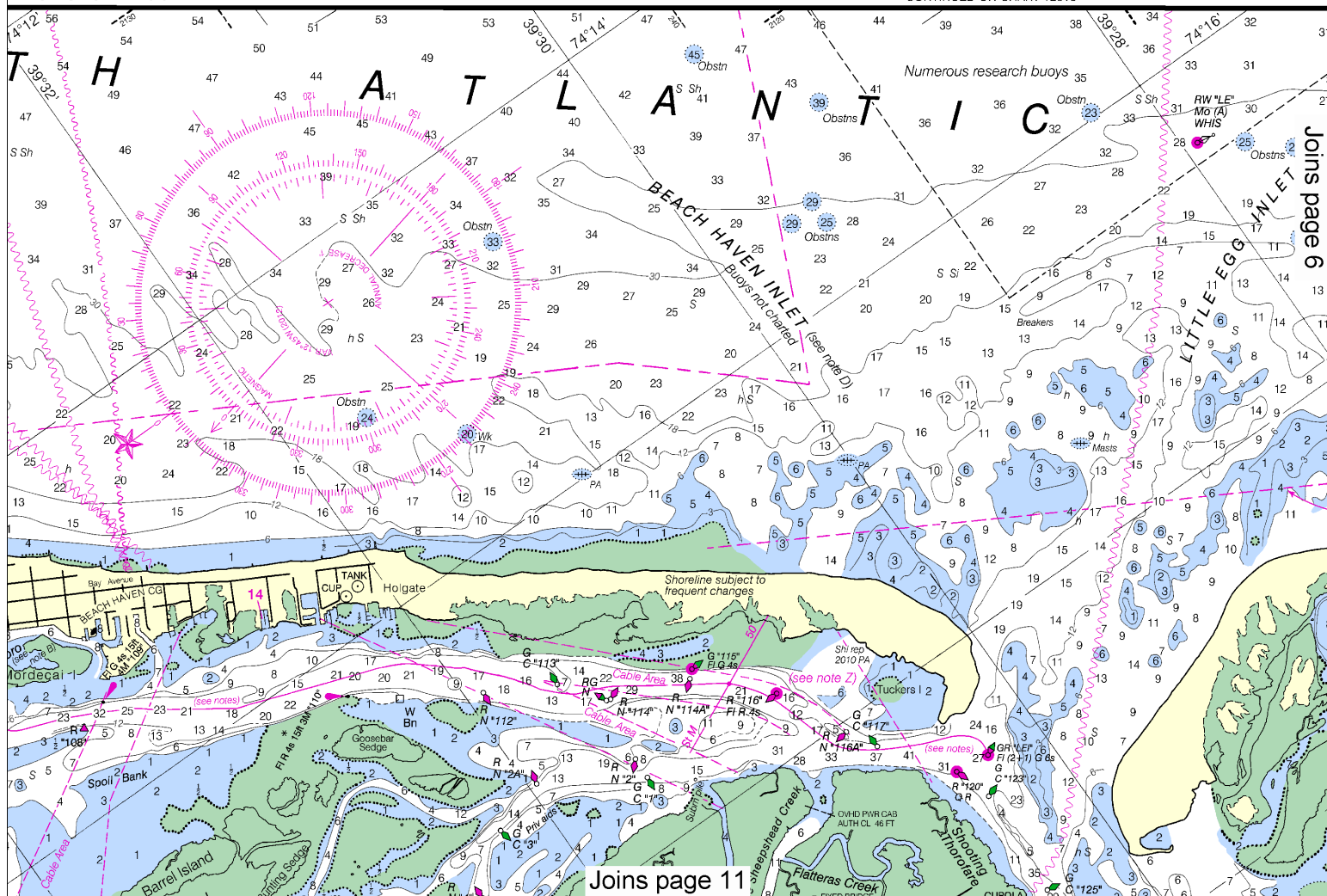
**FISH TRAP AREA**

Mariners are warned that fishing structures, some submersible structures are not charted. Regulations to assure clear natural channels, and to establish definite limits of fish trap areas, and those limits are shown. Where definite limits have been established, fishing structures are restricted or prohibited.


Within the 12-nautical mile Territorial Sea, some Federal laws apply. The Three Mile Limit, the outer limit of the territorial sea, is retained under the other laws. The 9-nautical mile limit of the territorial sea, and most cases the inner limit of Federal jurisdiction of the states. The 24-nautical mile Exclusive Economic Zone were established by treaty or the U.S. Supreme Court.

CONTINUED ON CHART 12323

CONTINUED ON CHART 12318




This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:53333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

**CAUTION**  
**FISH TRAP AREAS AND STRUCTURES**  
 Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.  
 Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.  
 Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:   
 Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

**WARNING**  
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**  
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
 Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

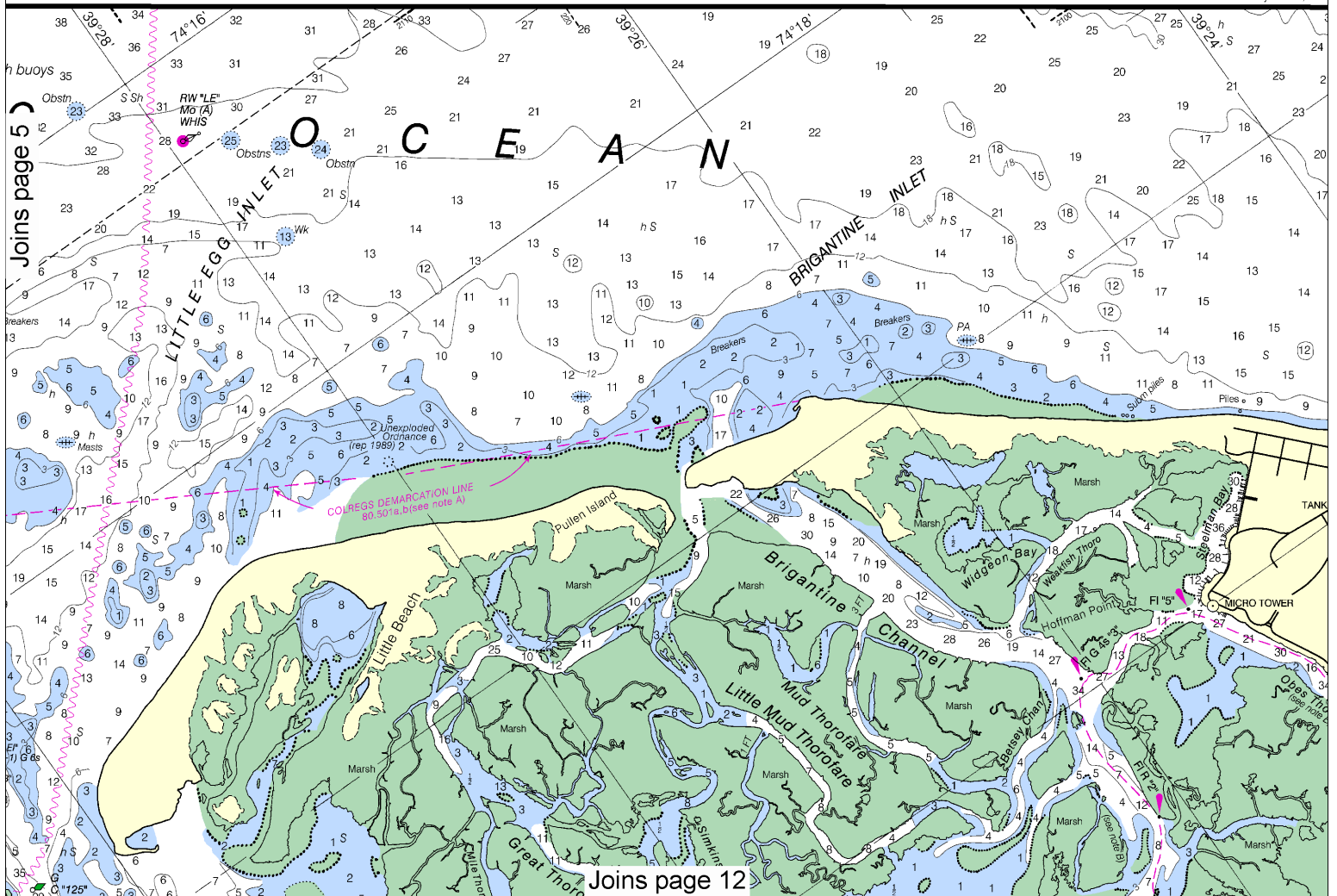
**AIDS TO NAVIGATION**  
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**CAUTION**  
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**NOTE X**  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ART 12318

Formerly 826-SC, 1st E



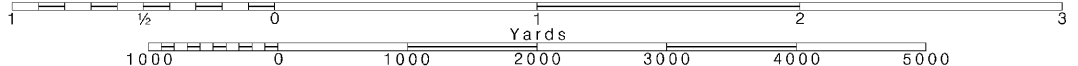
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



CITY	STATION
Atlantic City, NJ	KHB-38
Lewes, DE	WXB-94

FREQ. (MHz)	BROADCAST TIMES
162.400	24 hours daily
162.550	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS				
CITY	STATION	FREQ.	BROADCAST TIMES - EST	SPECIAL WARNING
Cape May, NJ	NMK	2670 kHz	6:03 AM & PM	On receipt

ABBREVIATION  
Aids to Navigation

AERO	aerobically
Al	aluminum
B	black
Bn	beacon
C	can
DIA	diaphanous
F	fixed
Fl	flashing

NATIONAL WEATHER SERVICE

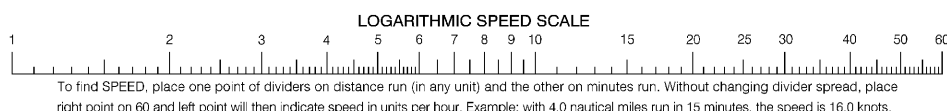
TELEPHONE NUMBERS	OFFICE HOURS
*(631) 924-0517	9:00 AM - 5:00 PM M-F
*(609) 261-6615	8:00 AM - 4:00 PM M-F
** (609) 261-6600	
*(703) 260-0107	24 hours daily

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

\*Recorded  
\*\*Recorded forecast only

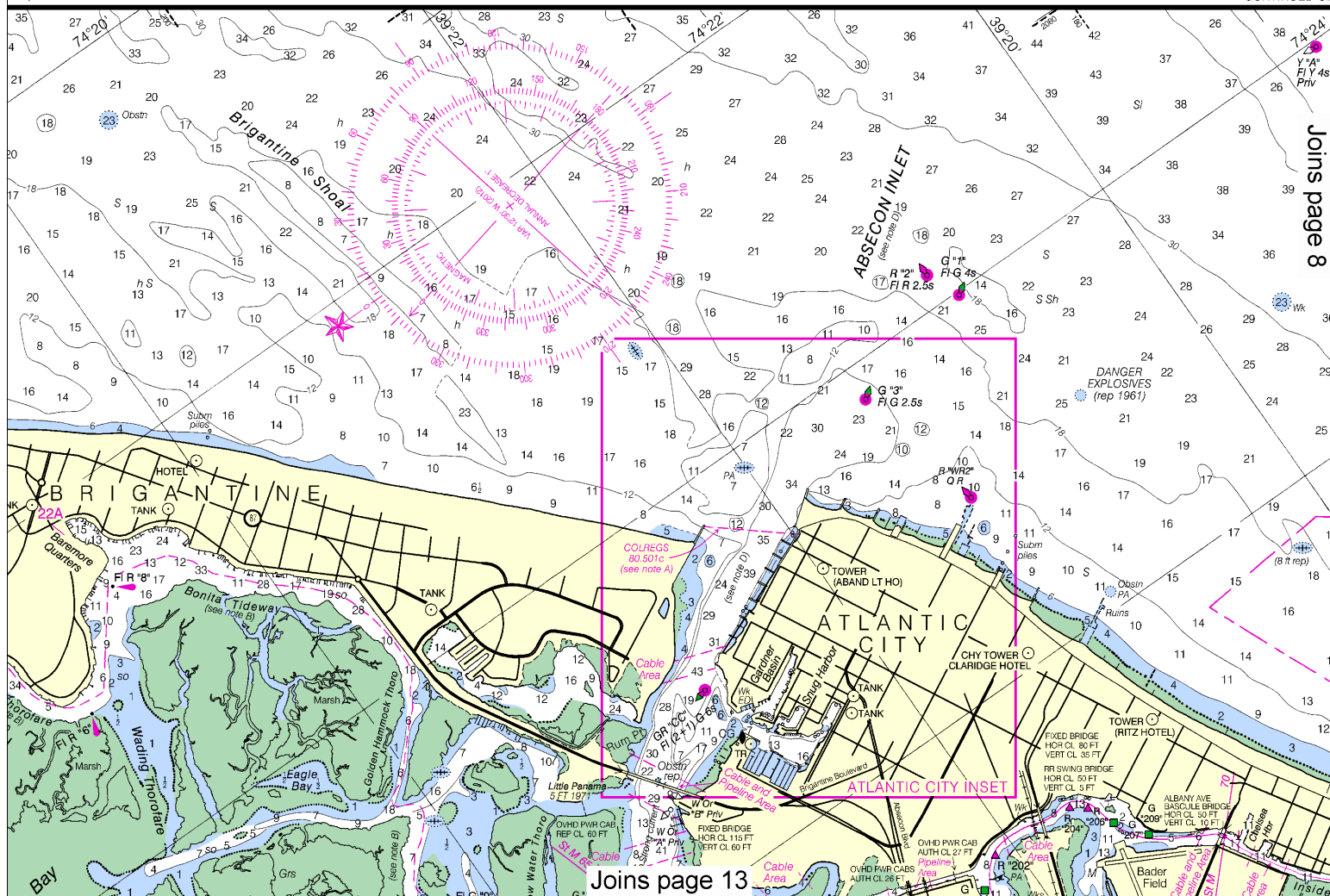
Bldg boult  
bk broken  
Cy clay  
Miscellaneous

AUTH aut  
ED existe  
21, Wreck  
(2) Rocks  
COLREGS



t Ed., 1964 KAPP 674

CONTINUED ON PAGE 10



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,  
NGA Weekly Notice to Mariners: 0413 1/26/2013,  
Canadian Coast Guard Notice to Mariners: n/a.

7

BIOTELEPHONE STATIONS  
SPECIAL WARNING  
On receipt

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray
Bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: ---			

#### CAUTION

##### WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

##### PUBLIC BOATING INSTRUCTION PROGRAMS

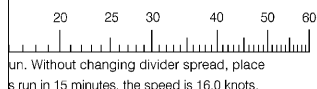
The United States Power Squadrons and U.S. Coast Guard Auxiliary, National Organizations of Boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these free educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS National Headquarters, Post Office Box 30423, Raleigh, North Carolina 27612.

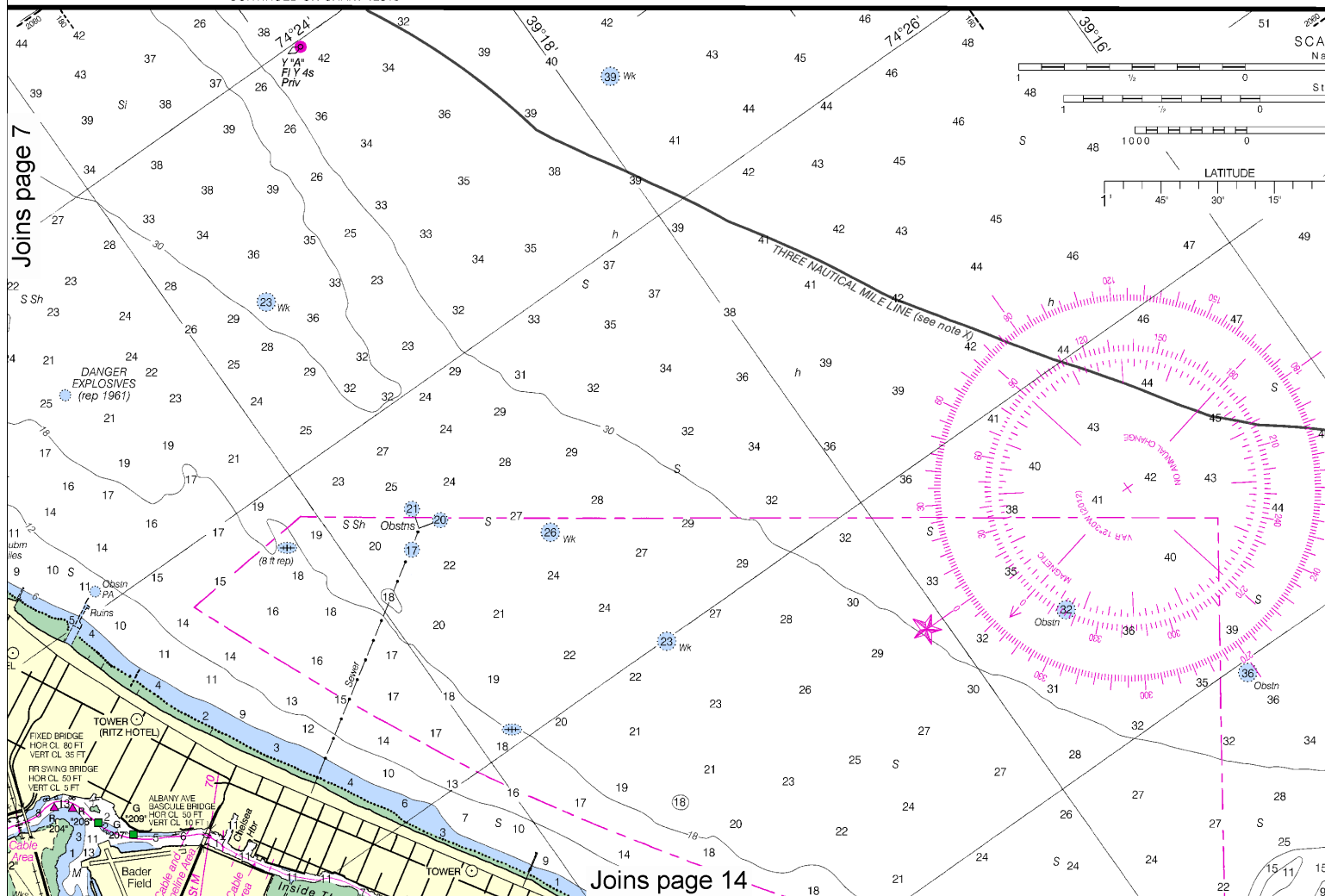
USCGAUX - 5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704 - 5004, Tel. 804 - 398 - 6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593 - 0001.

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



CONTINUED ON CHART 12318



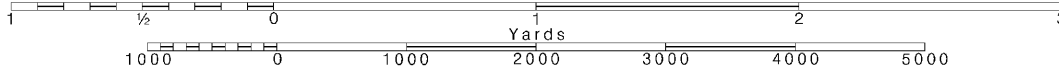
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





# NAUTICAL CHART 12316

## INTRACOASTAL WATERWAY

# NEW JERSEY LITTLE EGG HARBOR TO CAPE MAY

**HEIGHTS**  
Heights in feet above Mean High Water.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 3 for important supplemental information.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.417" northward and 1.432" eastward to agree with this chart.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and State of New Jersey, Bureau of Navigation.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

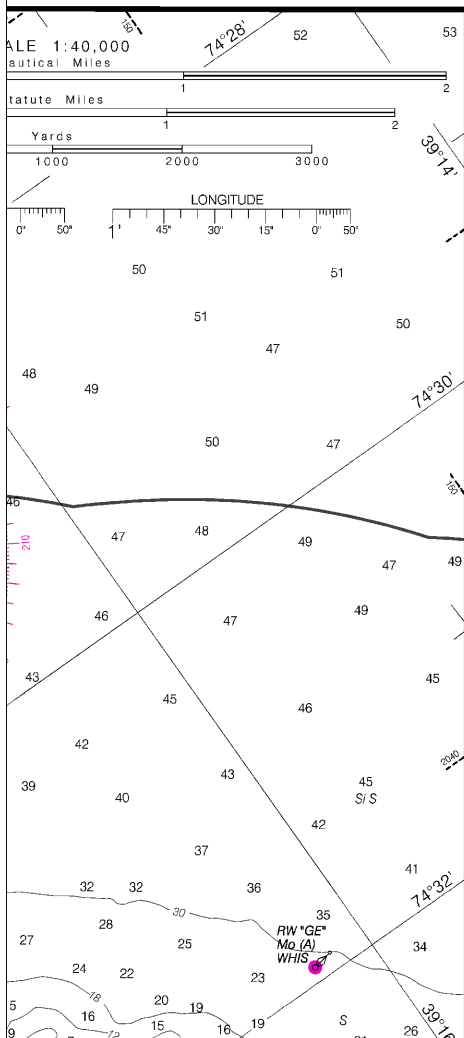


Chart 12316 35th Ed., Oct. / 12 ■  
Corrected through NM Oct. 20/12, LNM Oct. 16/12

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



NSN 7642014010368  
NGA REFERENCE NO. 12XHA12316



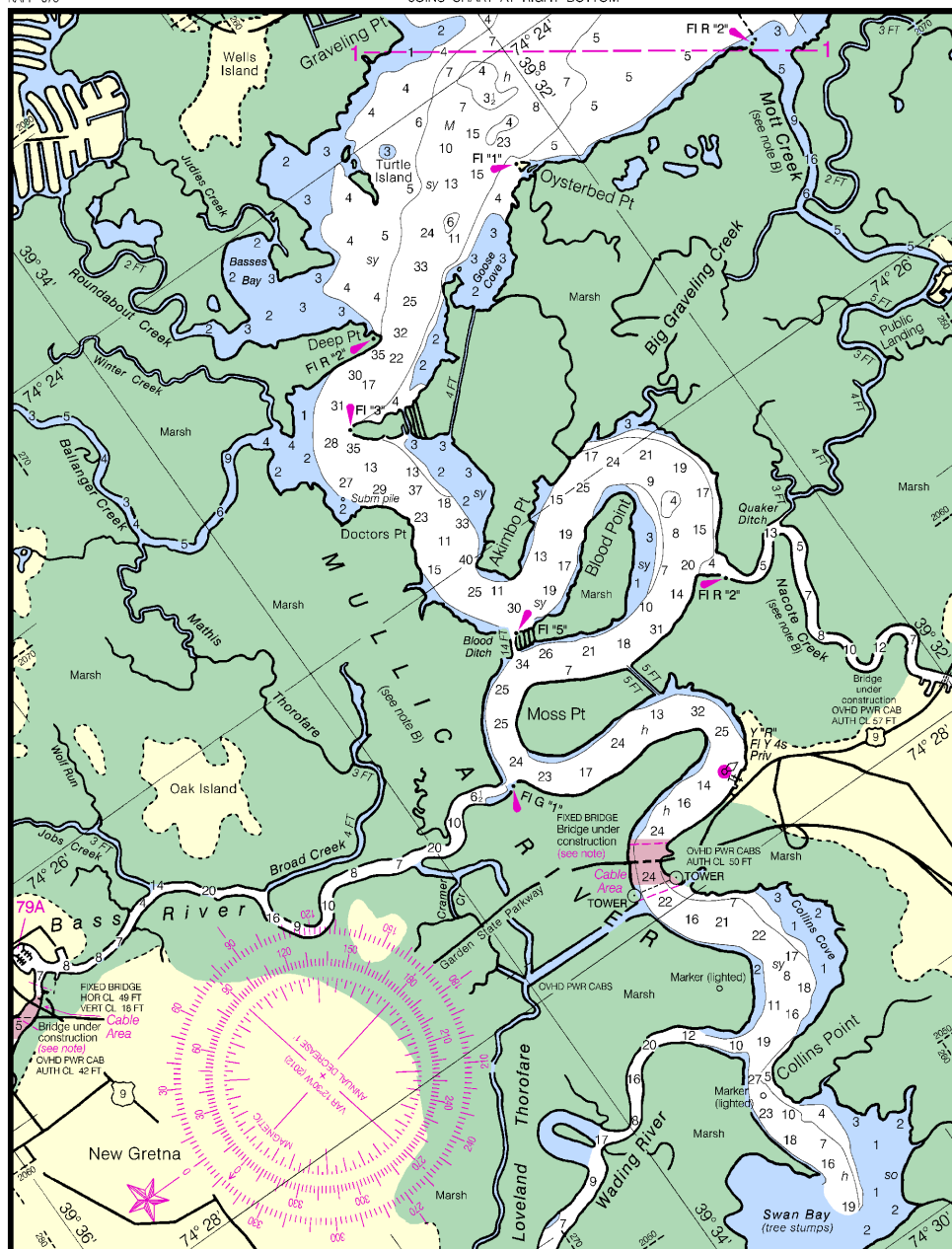
ED. NO. 35

Joins page 15

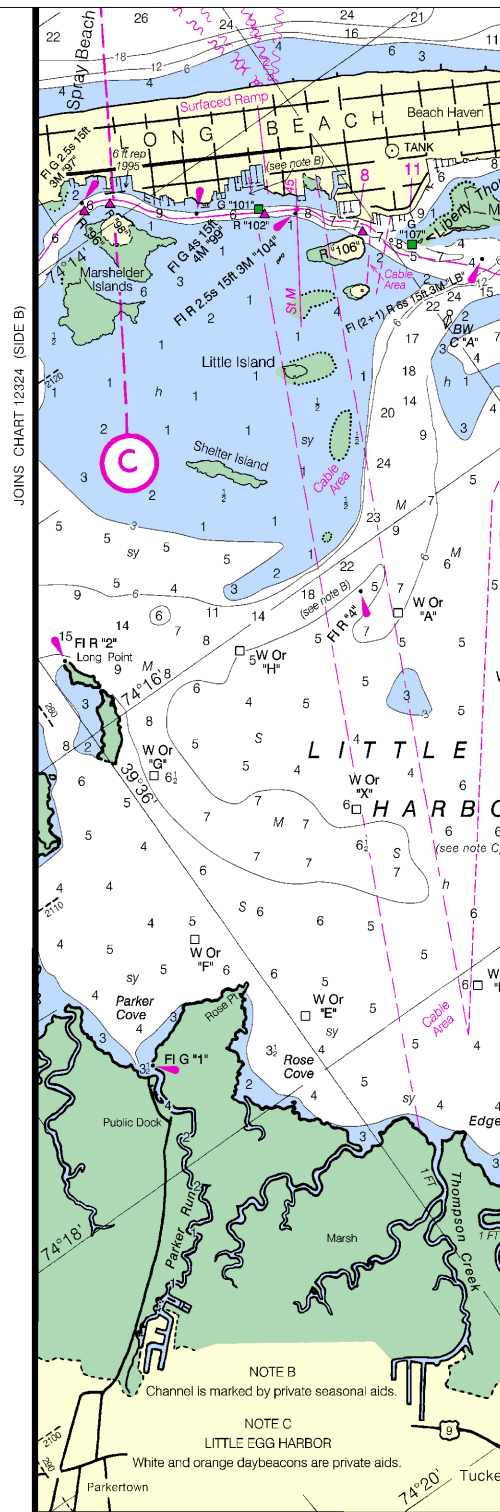
## Joins page 4

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

.JOINS CHART AT RIGHT BOTTOM



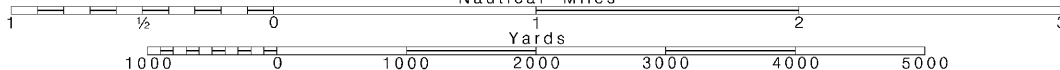
**12316** 35th Ed., Oct. /12; Corrected through NM Oct. 20/12, LNM Oct. 16/12



Joins page 16

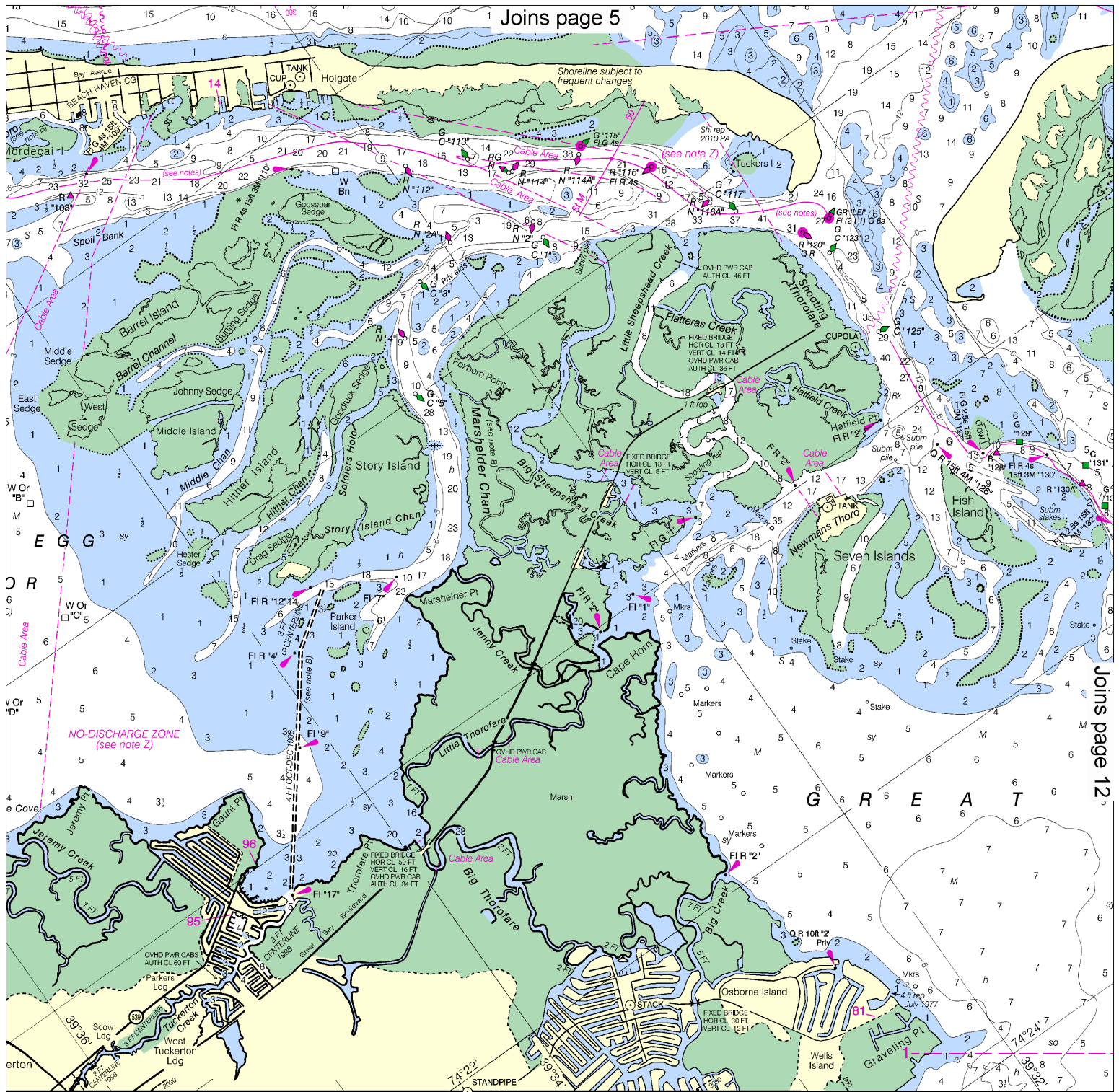
~~SCALE 1:40,000~~  
Nautical Miles

See Note on page 5.

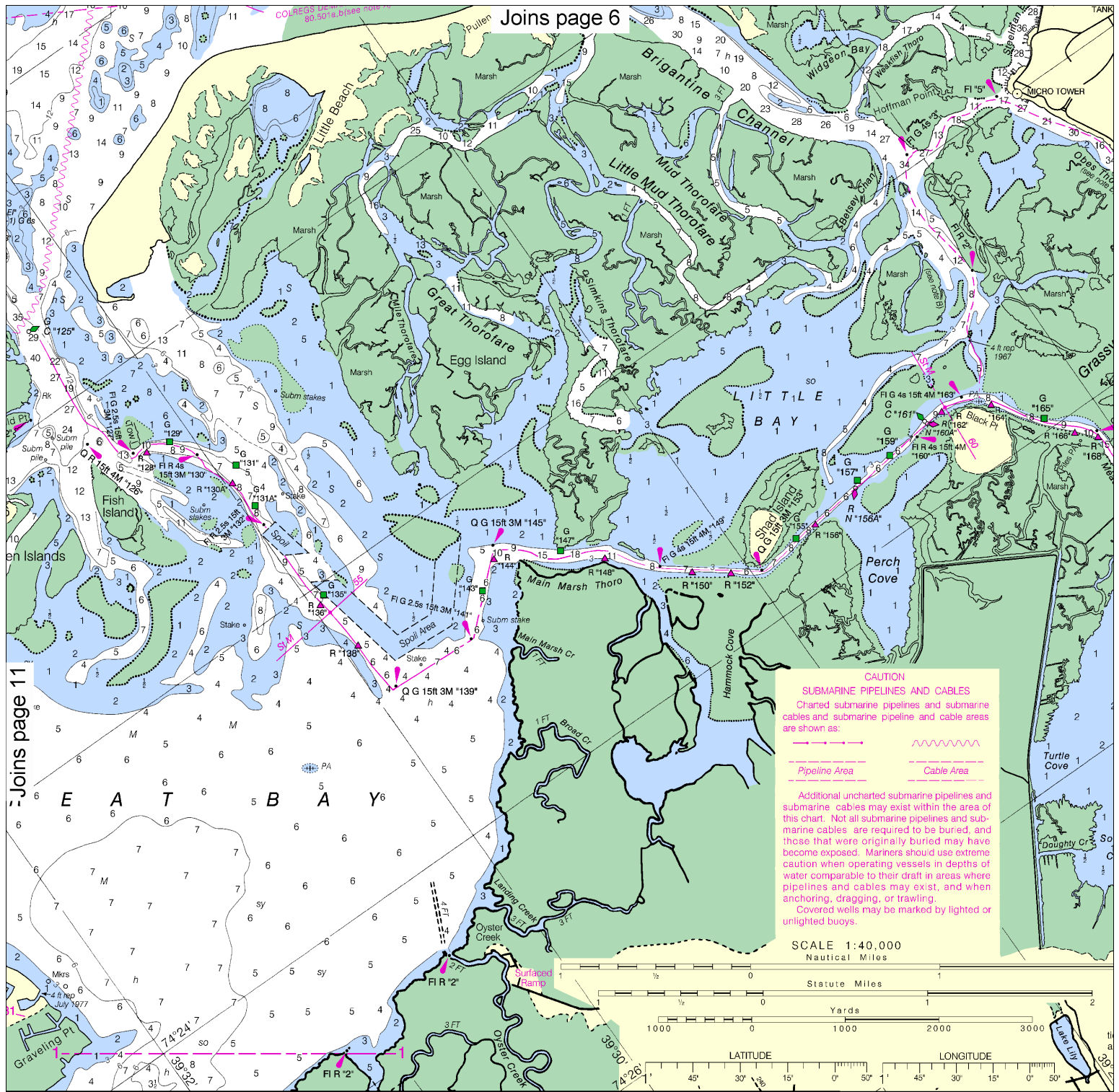


Note: Chart grid lines are aligned with true north.

10



JOINS EXTENSION AT LEFT



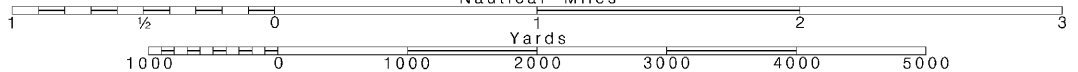
12

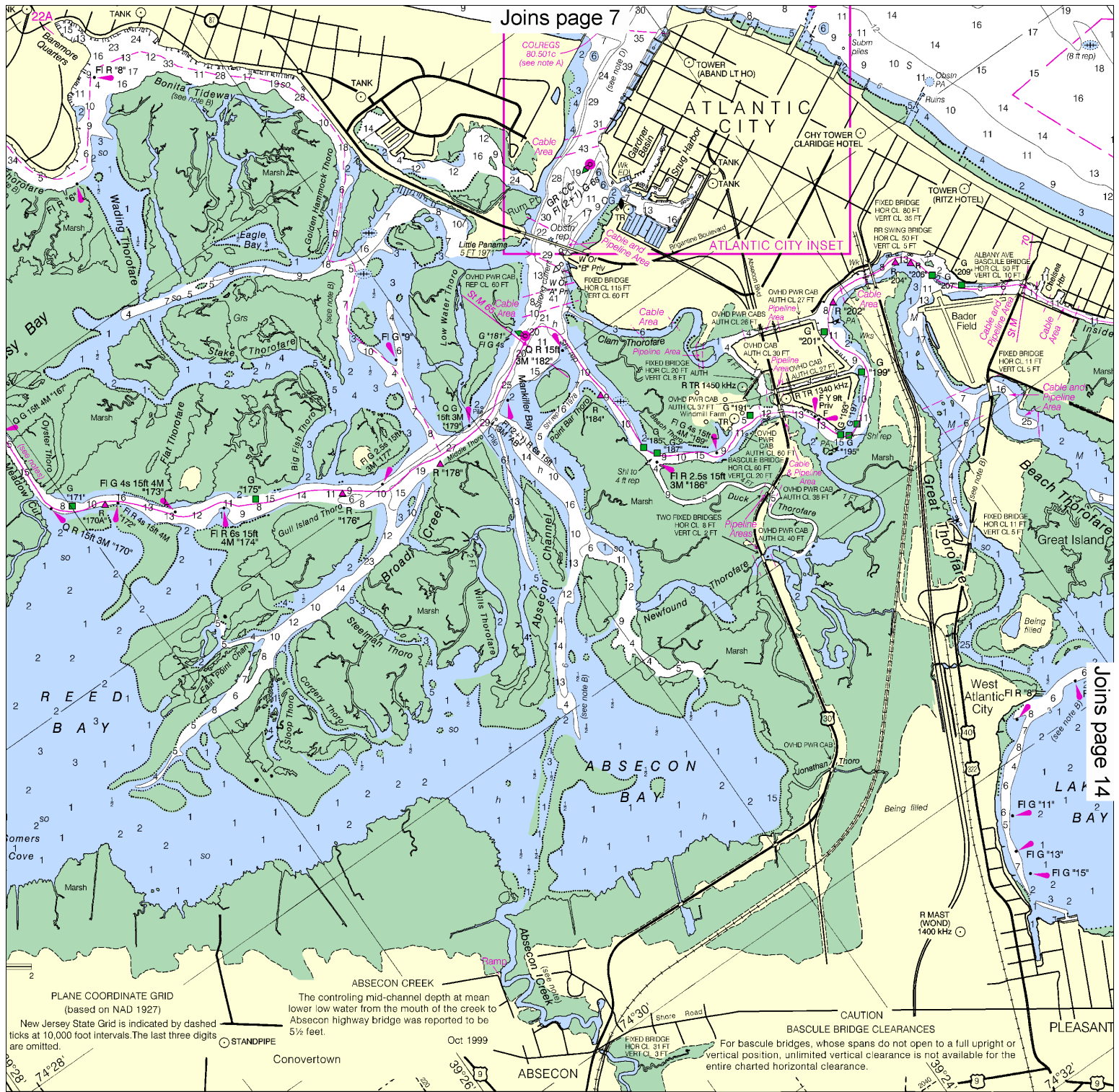
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

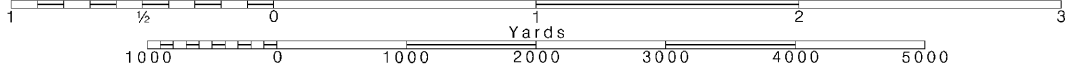
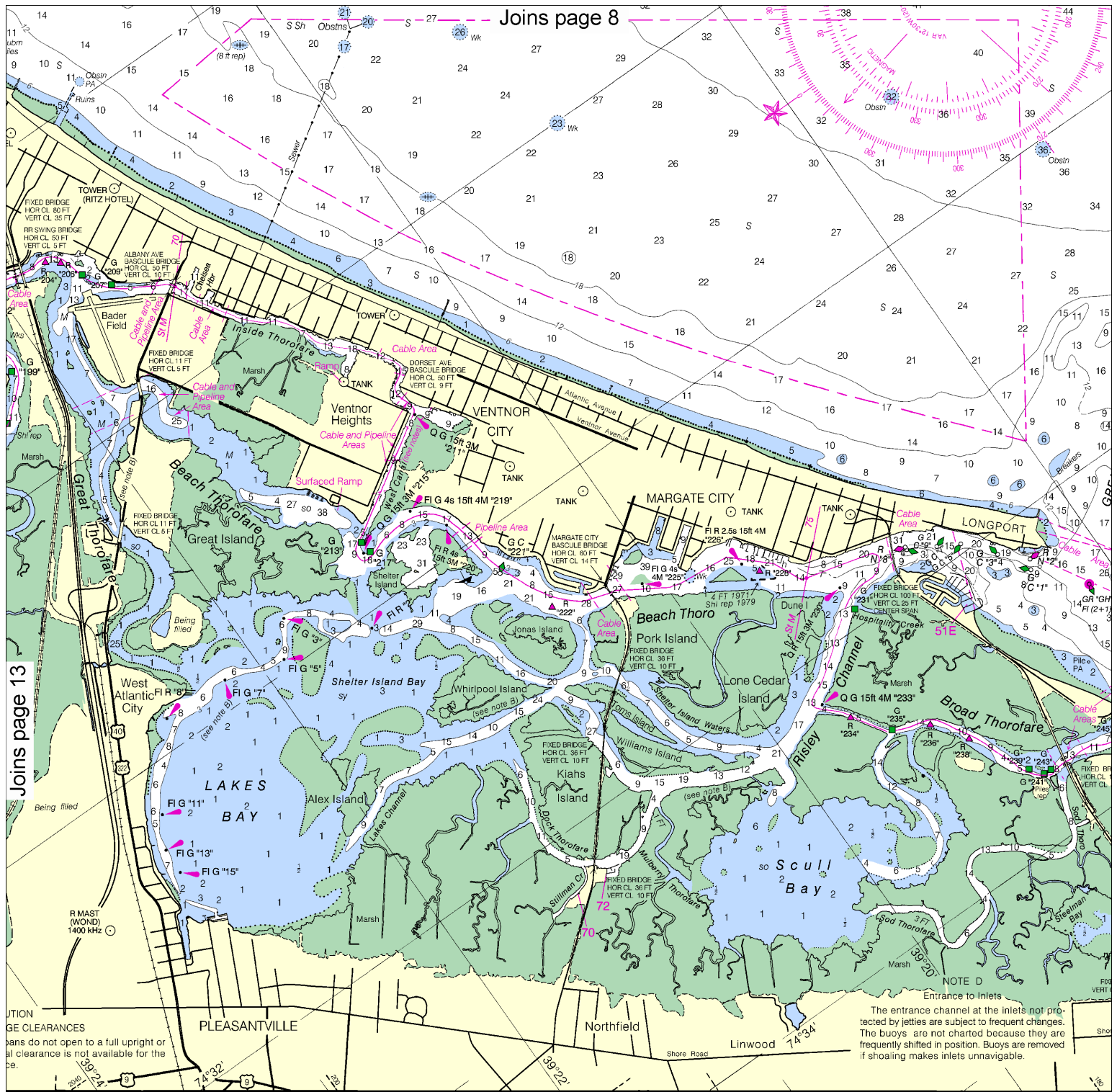
SCALE 1:40,000  
Nautical Miles

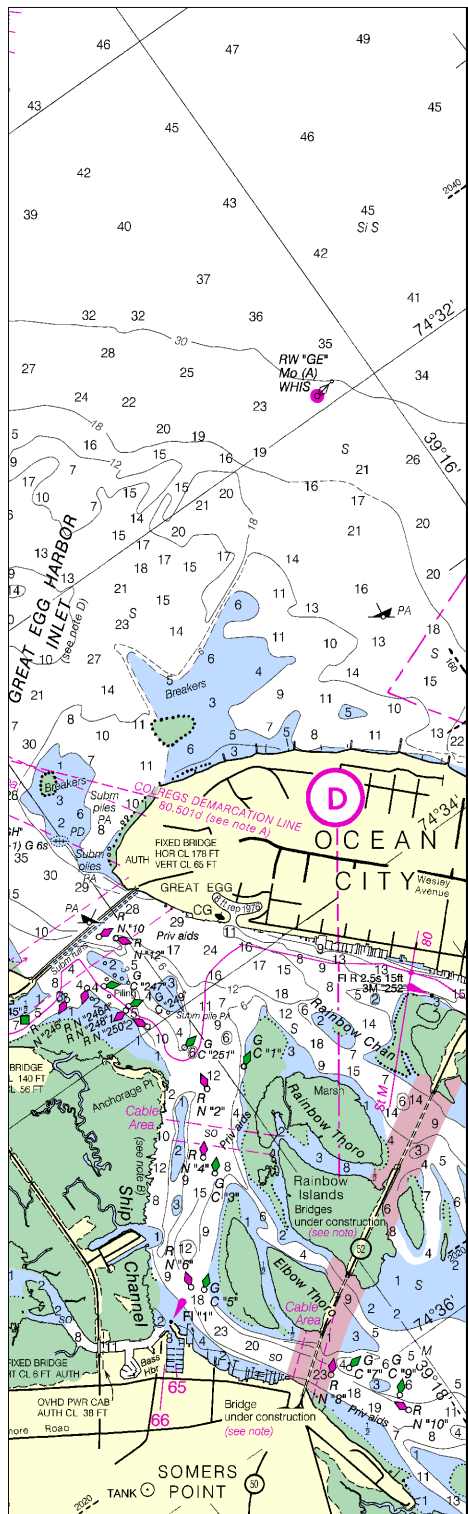
See Note on page 5.





Joins page 19





Joins page 9

Corrected through NM Oct. 20/12, LNM Oct. 16/12  
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

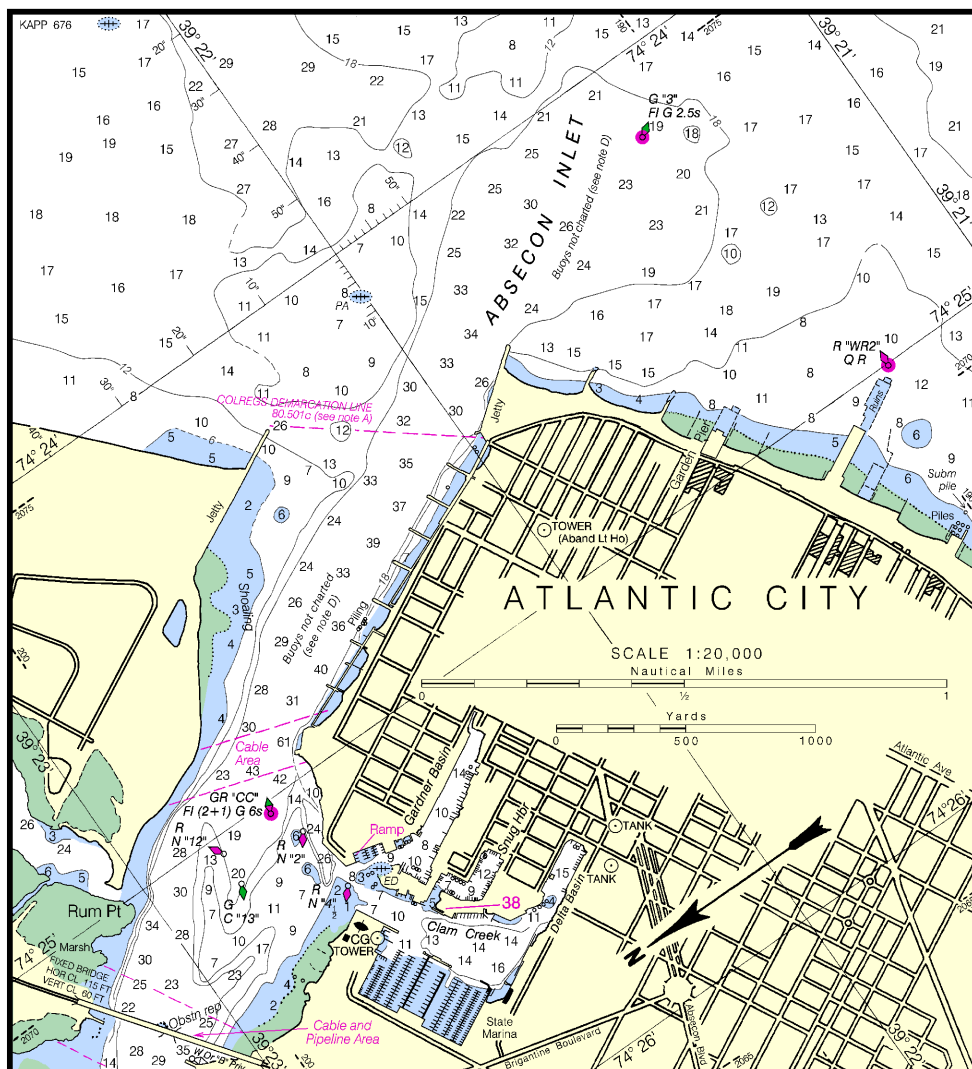
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



NSN 7642014010368  
NGA REFERENCE NO. 12XHA12316



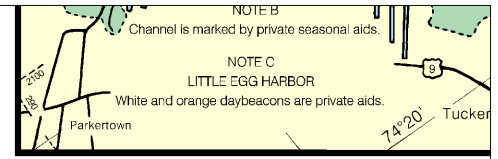
ED NO. 35



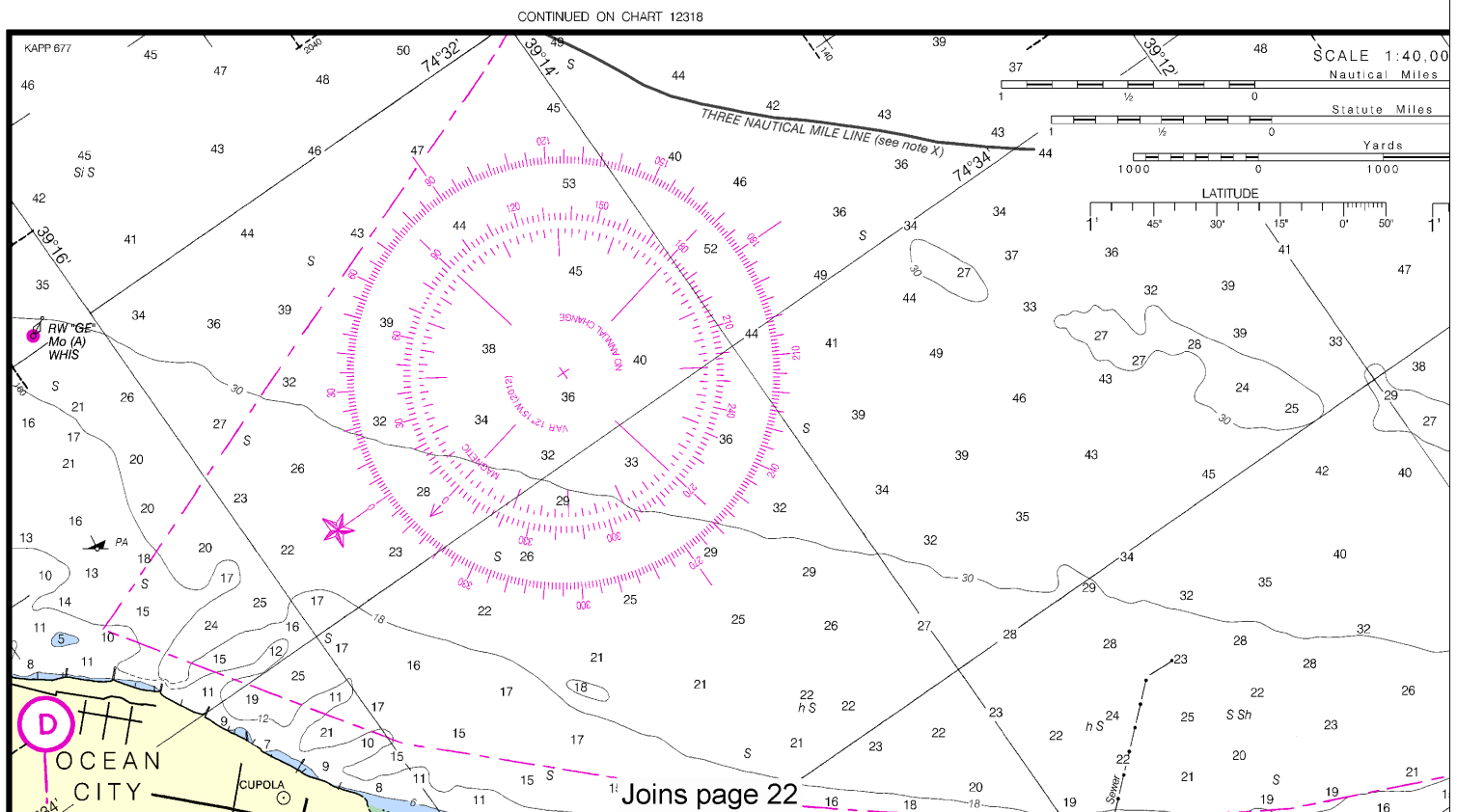
ATLANTIC CITY INSET

12316

Joins page 21



12316 35th Ed., Oct. /12; Corrected through NM Oct. 20/12, LNM Oct. 16/12



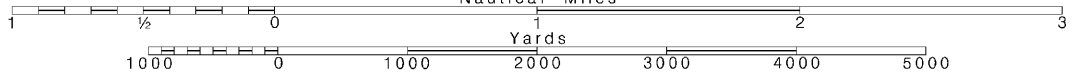
16

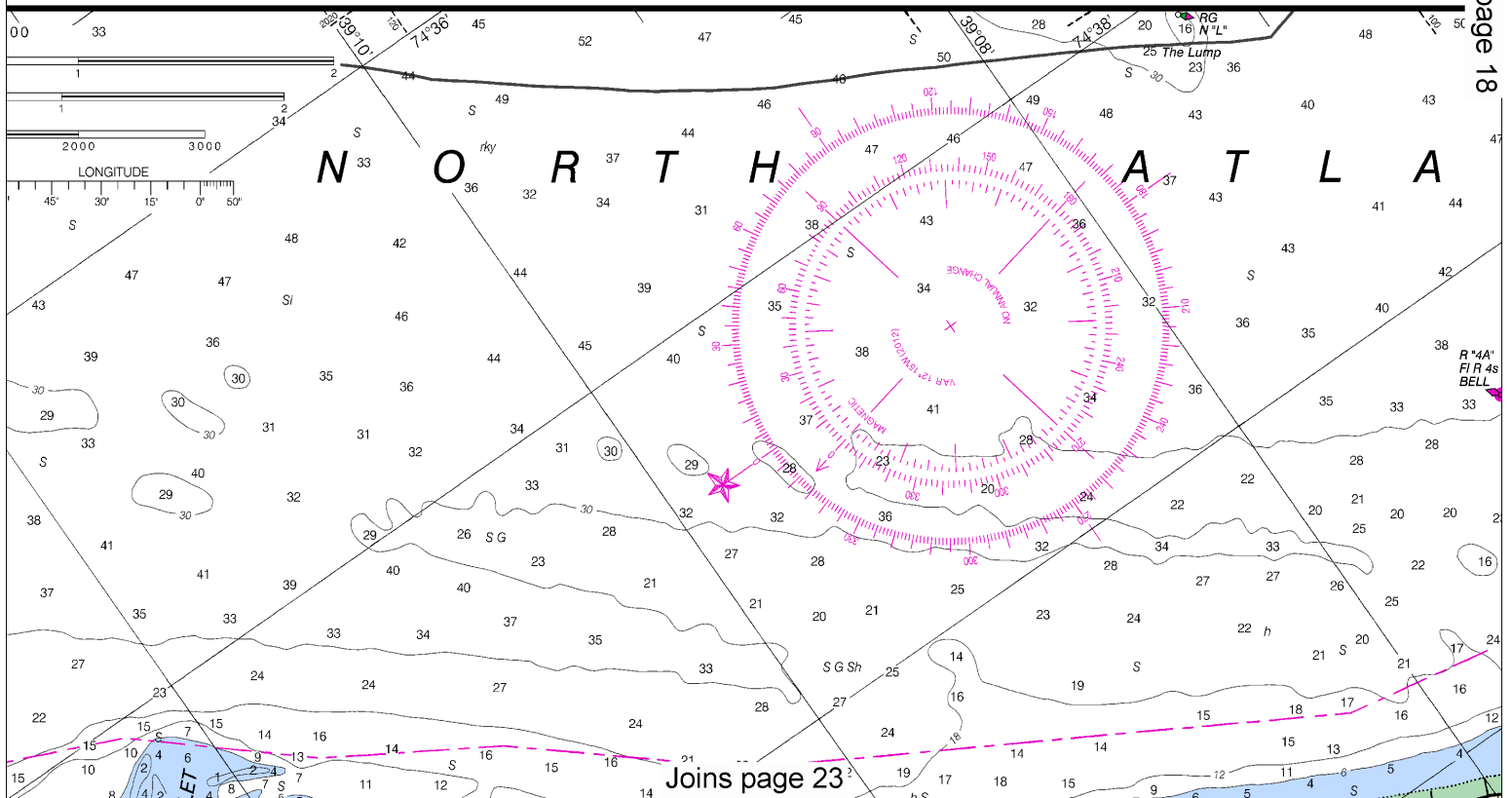
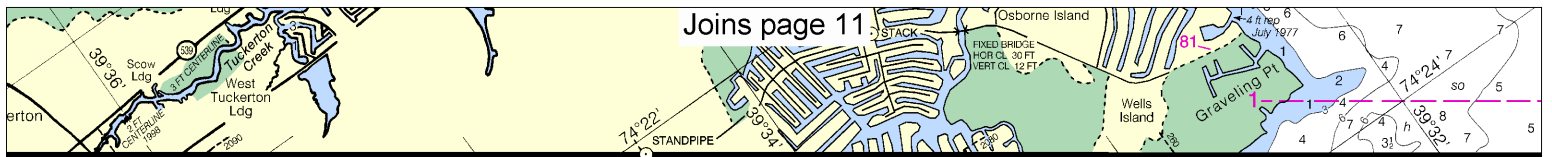
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

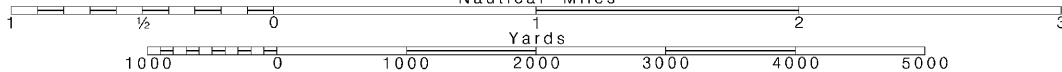
SCALE 1:40,000

See Note on page 5.

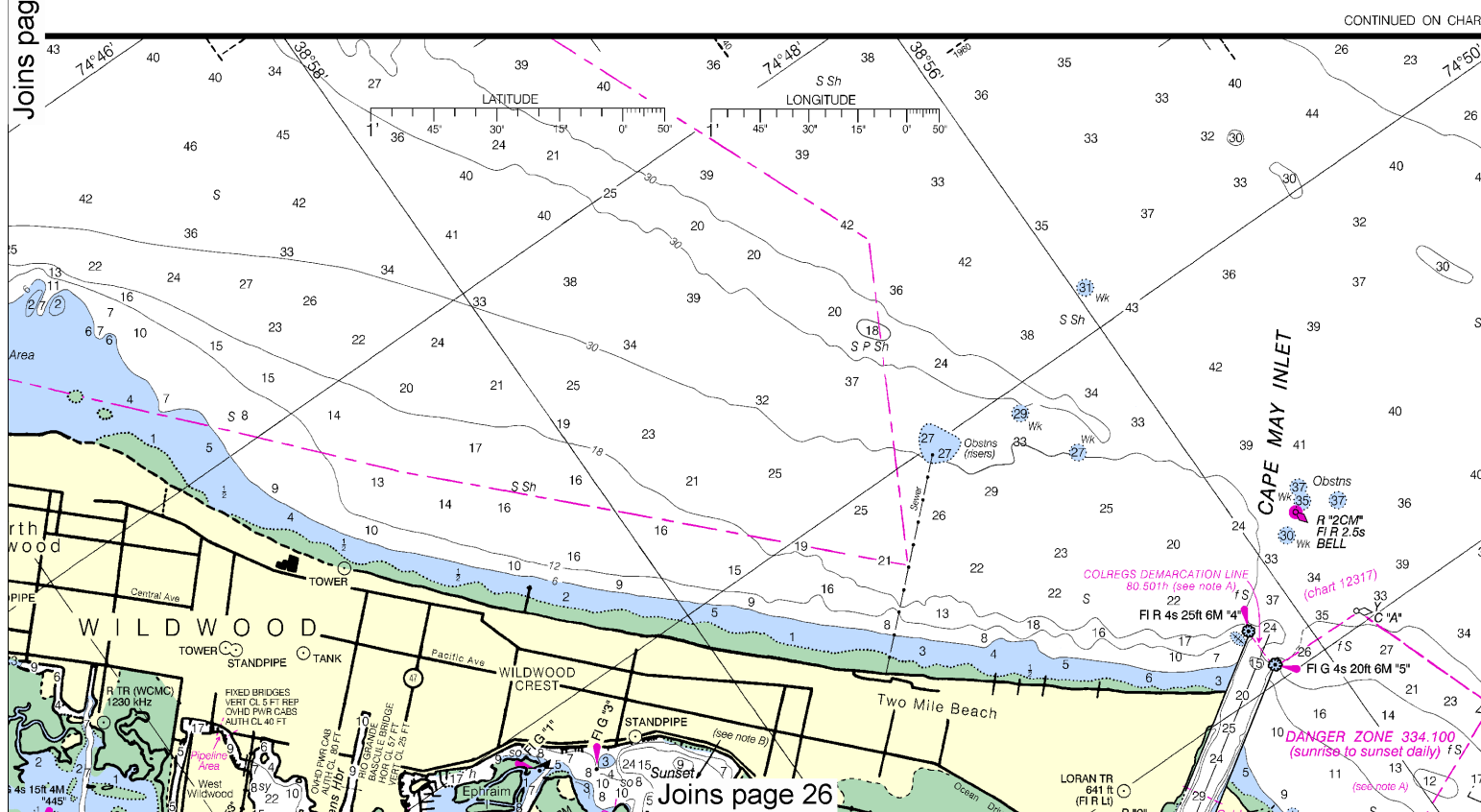


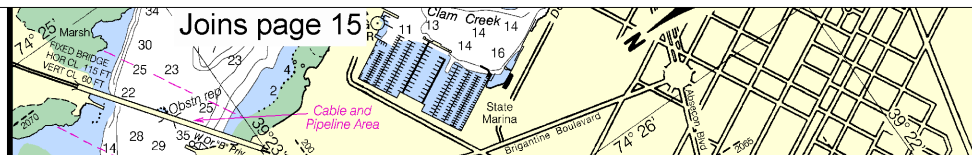


Note: Chart grid lines are aligned with true north.

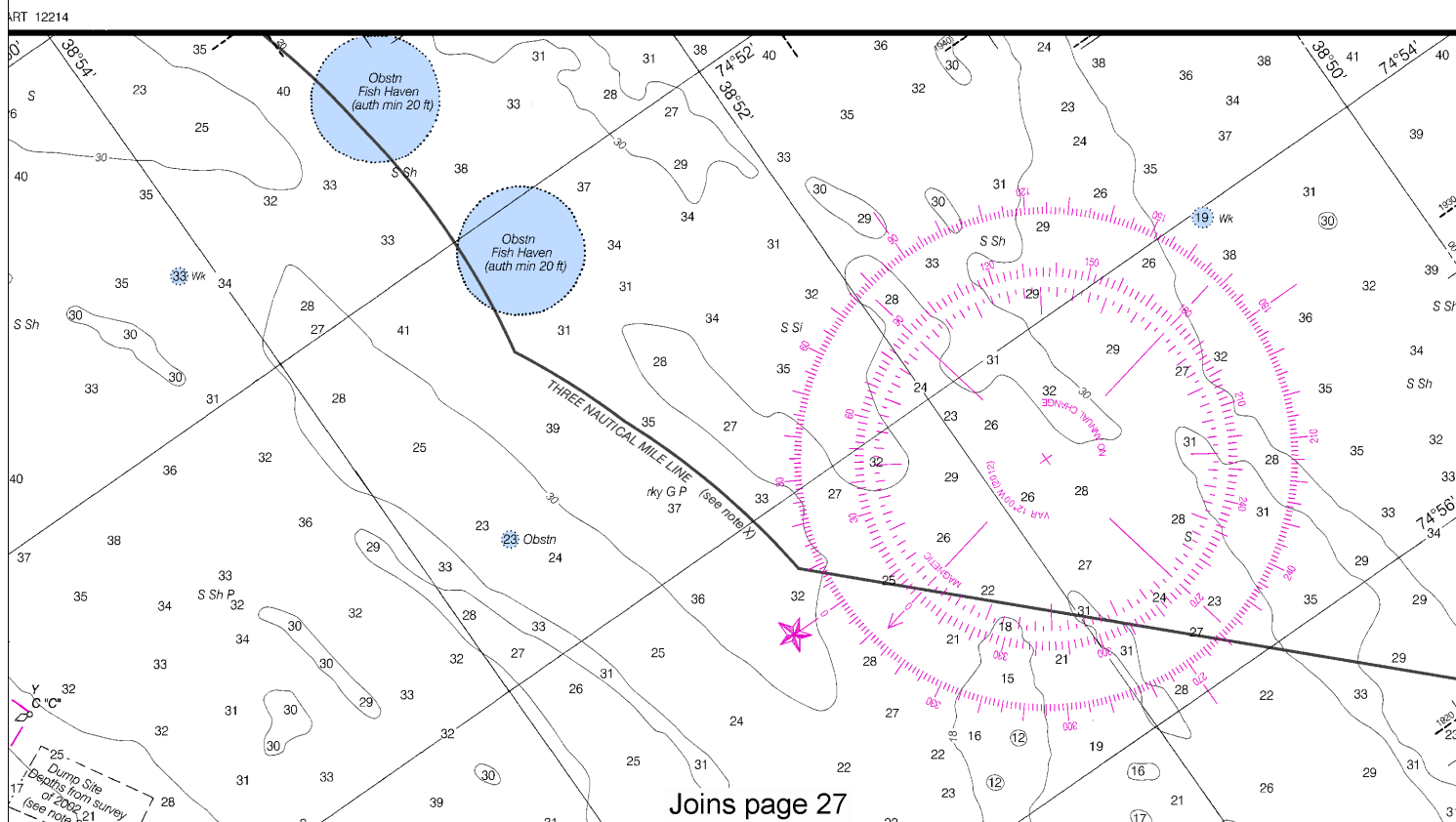


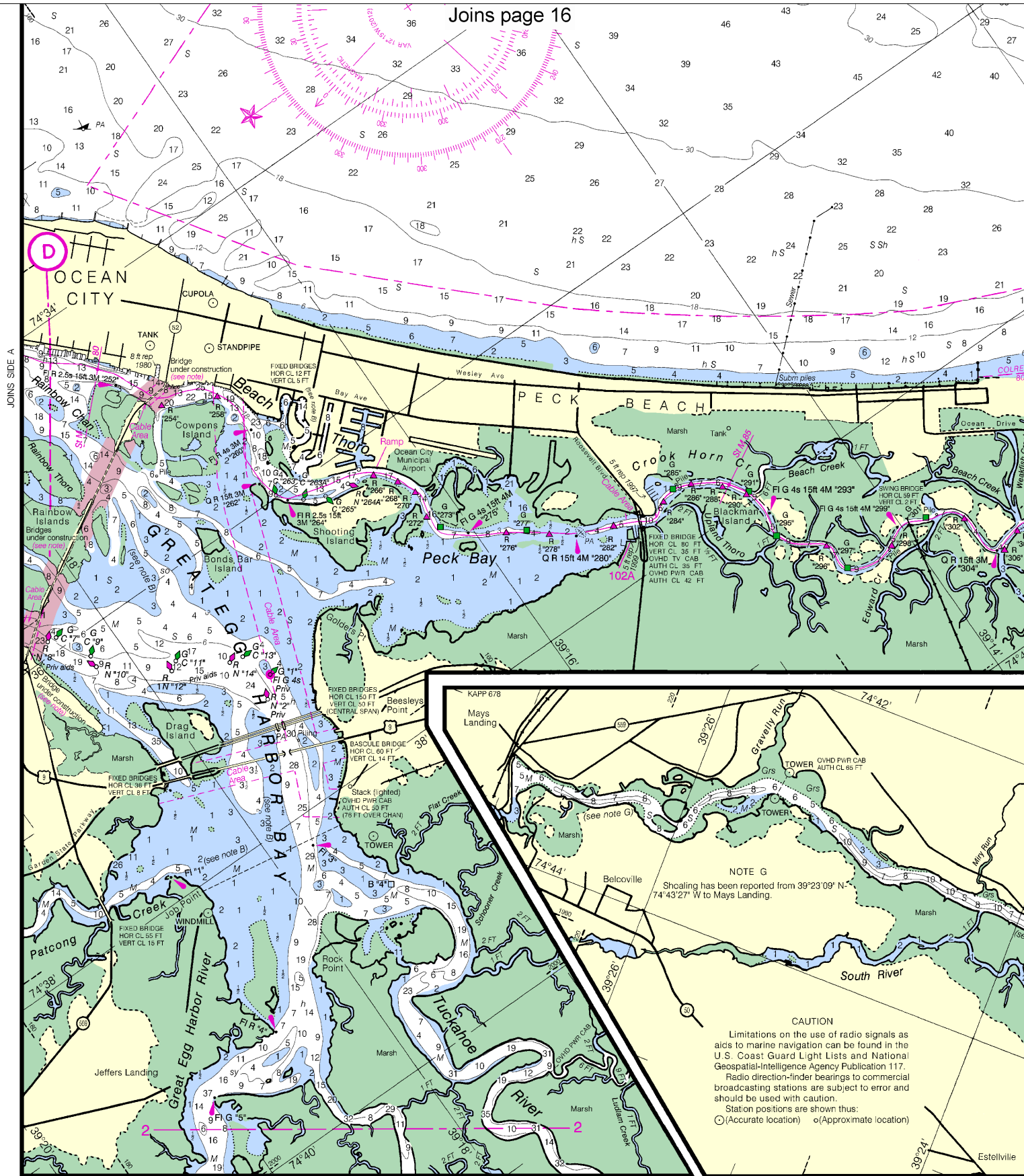






12316





12316 35th Ed., Oct. /12; Corrected through NM Oct. 20/12, LNM Oct. 16/12

JOINS EXTENSION AT RIGHT

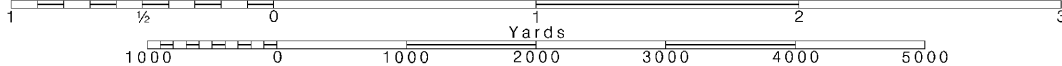
22

Note: Chart grid lines are aligned with true north.

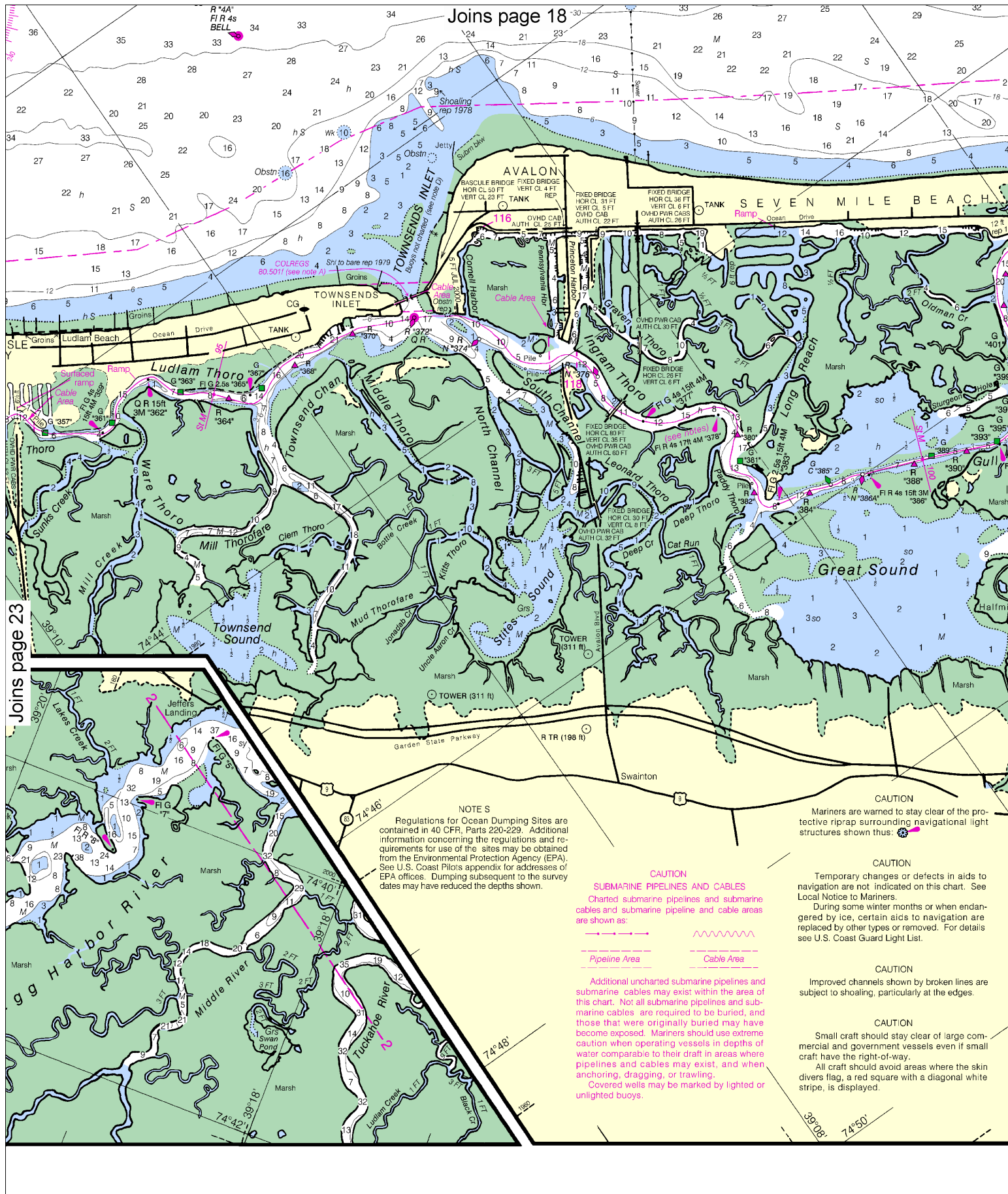
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





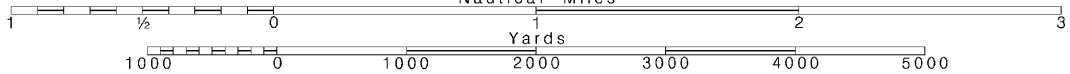


Note: Chart grid lines are aligned with true north.

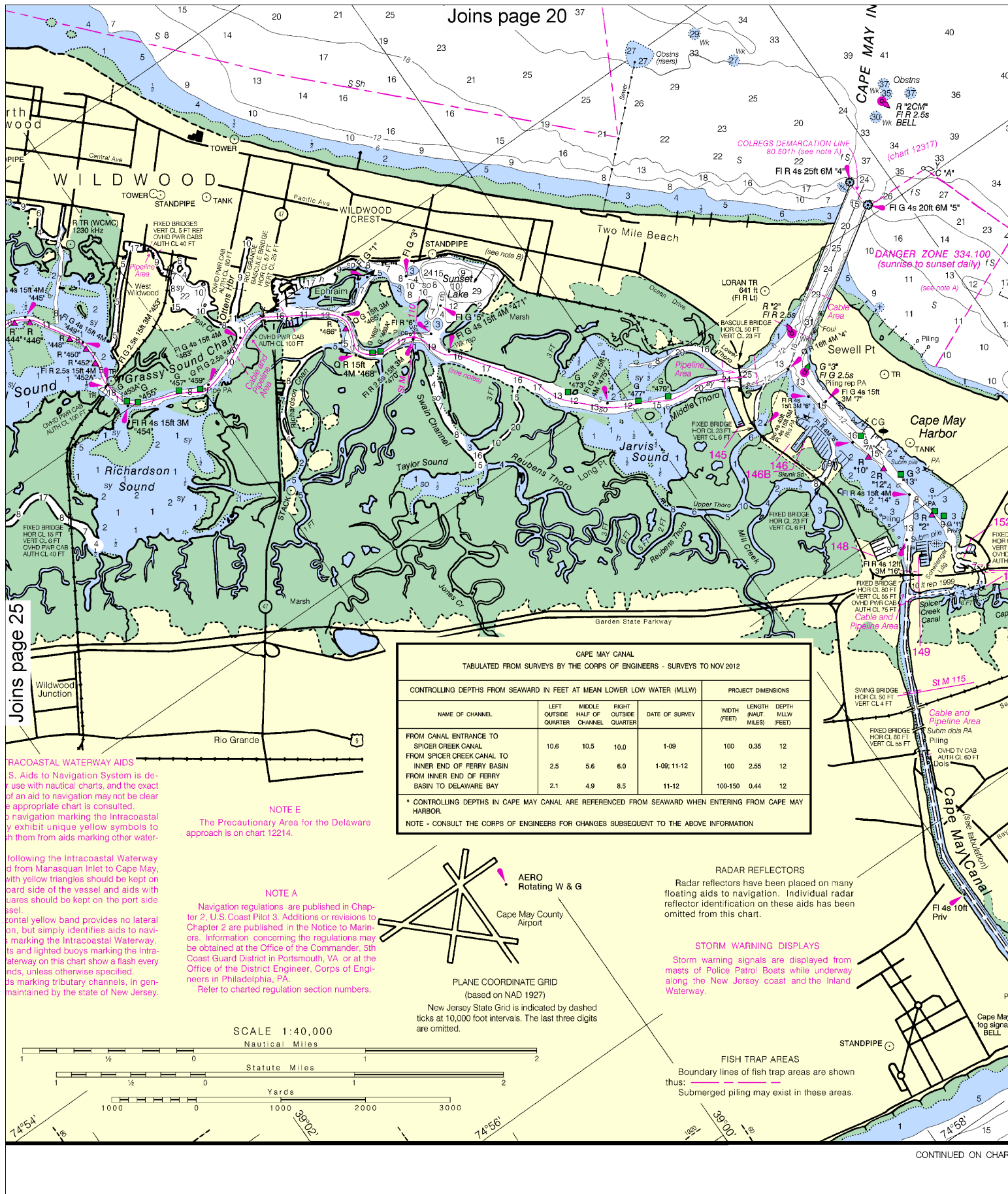
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







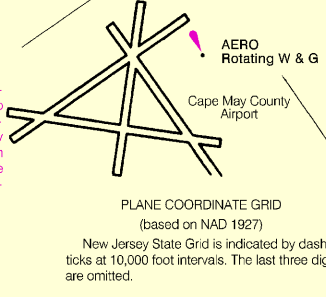
**INTRACOASTAL WATERWAY AIDS**  
S. Aids to Navigation System is de- use with nautical charts, and the exact of an aid to navigation may not be clear a appropriate chart is consulted.  
o navigation marking the Intracoastal y exhibit unique yellow symbols to h them from aids marking other water-  
  
Following the Intracoastal Waterway d from Manasquan Inlet to Cape May, with yellow triangles should be kept on ard side of the vessel and aids with uares should be kept on the port side ssel.  
ontal yellow band provides no lateral on, but simply identifies aids to navi- marking the Intracoastal Waterway. ts and lighted buoys marking the Intra- ateway on this chart show a flash every nds, unless otherwise specified.  
ds marking tributary channels, in gen- maintained by the state of New Jersey.

**NOTE E**  
The Precautionary Area for the Delaware approach is on chart 12214.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, VA or at the Office of the District Engineer, Corps of Engineers in Philadelphia, PA.  
Refer to charted regulation section numbers.

CAPE MAY CANAL							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2012							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
FROM CANAL ENTRANCE TO SPICER CREEK CANAL	10.6	10.5	10.0	1-08	100	0.35	12
FROM SPICER CREEK CANAL TO INNER END OF FERRY BASIN	2.5	5.6	6.0	1-09; 11-12	100	2.55	12
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	2.1	4.9	8.5	11-12	100-150	0.44	12

\* CONTROLLING DEPTHS IN CAPE MAY CANAL ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM CAPE MAY HARBOR.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**STORM WARNING DISPLAYS**  
Storm warning signals are displayed from masts of Police Patrol Boats while underway along the New Jersey coast and the Inland Waterway.

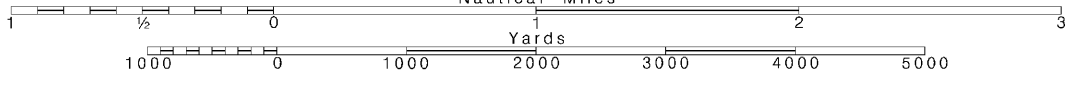
**FISH TRAP AREAS**  
Boundary lines of fish trap areas are shown thus:  
Submerged piling may exist in these areas.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



CONTINUED ON CHART





## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

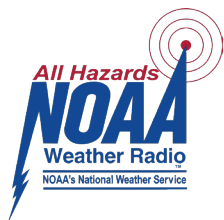
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	— <a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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